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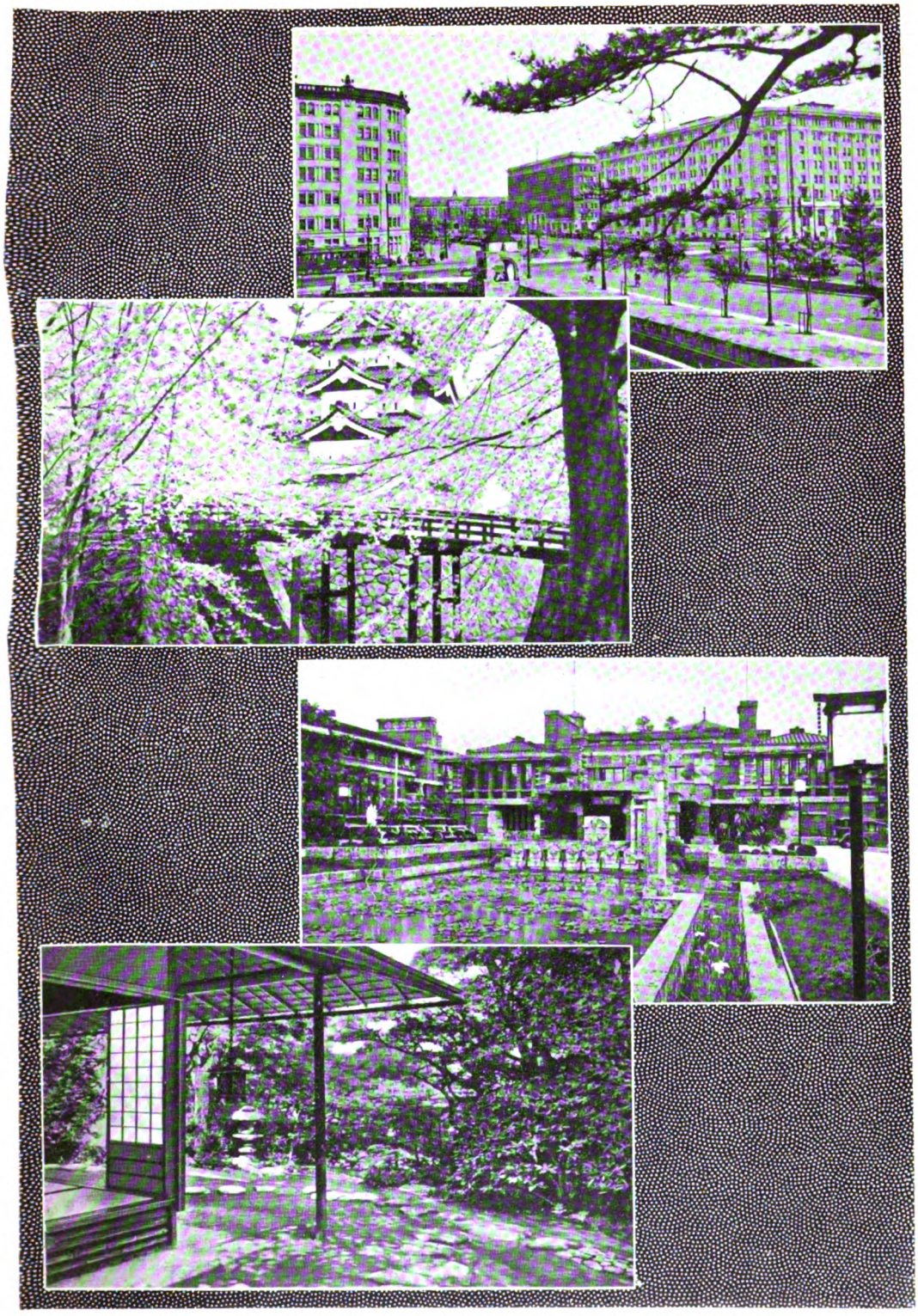

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A REPRESENTATIVE MONTHLY OF THINGS JAPANESE

Vol. XXI APRIL 1931 No. 7

COMMENTS OF THE MONTH

By THE EDITOR

Japan's Rights and Interests in Northern Pacific Fisheries

Japan's fishing rights in the northern Pacific were acquired at the cost of blood, and confirmed by virtue of the Portsmouth and the existing Russo-Japanese treaties. Now we are facing a critical moment, because the Soviet republics are assuming an attitude of arrogance and oppression towards Japanese fishermen, endeavoring to drive them out of the fishing grounds. For the sake of national prestige, aside from other reasons, Japan cannot afford to overlook the situation. The most imminent issue is that of bids for the current year. Japanese fishermen are under obligation of paying security in advance to the amount of half the sum of the rentals. At this juncture, the attempt of the Soviet authorities to raise the rate of exchange for the rouble ever higher and higher will only end in our losing the basis of conversion for payment, and thus cause our enterprise to fail. Taking it for granted that the solution of the rouble problem should precede that of the fishery question, is it not expedient to take proper measures for permitting Japanese fishermen to participate in the bidding for fishing rights. Should the Soviet insist on excluding our fishermen, or even to check their participation at all, on the pretext of the rouble question remaining unsolved, the action will be obviously against all international good faith. With due respect for international justice, there surely can be found via media to adjust the dispute over bids and so avert any direct collision. If Russian policy be based on the intention of fundamentally undermining Japan's fishery rights, then Japan will be forced to come straight to the point, ignoring all side issues, and insisting in the rights acquired by treaty.

Spain at the Crossroads

General Berenguer, the Spanish dictator, has resigned and the country remains in extreme unrest. This can only be interpreted to mean that the Spanish nation is facing a serious crisis. Under the

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preceding dictatorship, that of General Primo de Rivera, republican, communist and other radical influences flowed into the country and the whole nation suffered political as well as economic adversity. The result is that Spain has had to remain under martial law for some years. In the circumstances King Alfonso has felt obliged to reconvene the National Assembly which he had dissolved seven years ago. The next general election is likely to bring about the King's abdication. On the other hand, there seems to prevail a strong opinion that the Assembly should be something more than a mere representative organ, and become a people's assembly to establish a new constitution. Even some of the monarchists are ready to argue that whether there is to be a republic or an imperial régime should be decided by the National Assembly. It is obvious that republican ideas are being freely desseminated throughout that country. At all events, the Spanish Royal family is confronted with a most difficult position; and the communist menace may condemn the nation to continued dictatorship. Japan will watch the future of Spain with profound interest.

Safety at Sea

The year began, for Japan, with a series of unfortunate accidents at sea: many ships were stranded or sunk after collision. A country like ours, which suffers more than any other from marine disasters, should take the problem of their cause and frequency into deep consideration. The rate for marine insurance abroad is said to average only 0.8 per cent, while the prevailing rate in Japan is as high as 1.6 per cent. Thus burdened with the highest insurance rates in the world, Japanese shipping finds it difficult to face the present economic depression. One chief cause of so many marine accidents is the superannuated status of a large number of our ships; and another is that only too many of these vessels are not rationally manned. Unless these drawbacks are promptly removed Japanese shipping cannot be expected to compete successfully with foreign rivals in maritime enterprise. Before making any claims in regard to the so-called 'Freedom of the Seas,' we must make our shipping safe for the sea by eliminating the causes of so many marine accidents.

Japan's Advice to China

No Japanese Foreign Minister could be more lenient or considerate towards China than is Baron Shidehara. But it is only too obvious that the attitude of the Chinese Nationalist Government towards Japan is rather uncompromising if not unfriendly, in spite of the moderation of the Tokyo Foreign Office. For instance, General Chang Hsueh-liang, leader of the Mukden faction, is

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rude enough to decline further negotiations with the Japanese authorities in regard to the railway question. As for Dr. C. T. Wang, the Foreign Commissar, he has recently been giving vent to rather bombastic talk, suggesting forceful suppression or abolition of Japanese rights and interests in Manchuria, a policy which if pursued would disrupt the peace of East Asia. Dr. Wang apparently does not realize that China, quite as much as Japan, is precluded from resort to arms in settlement of international problems. Some officials of the Chinese govornment do not seem to be yet aware of this self-evident fact.

Fluctuation in Silver Market

Since the beginning of this year the decided fall in bar silver has proved a serious menace to Japanese finance, owing to the effect on the purchasing power of China, India and other Oriental countries. Japan's export trade has suffered accordingly. We are naturally anxious that the price of silver shall be restored to normal quotations as soon as possible. In England and America, although there is much discussion as to how this can be done, no suggestion has so far proved effective. The trouble lies in the difficulty of adjusting the supply of silver to the demand, because of the lack of equilibrium between demand and supply, arising mainly from the decrease in demand for silver throughout the world, on the one hand, and because of so much of the metal being produced as a by-product, on the other. Should the recovery of the silver market thus remain uncertain, it will be necessary to devise some other counter-measures instead of wasting time over the ques- of silver itself. It is our opinion that Japan should assist China in the adoption of the gold standard system, while those exporters who are interested directly in dealing with silver-standard countries, should take positive steps to open new markets elsewhere, instead of confining their efforts to negative means and vainly awaiting the restoration of the silver market to normal conditions.

World Appreciation of Japanese Painting

It is to us a pleasant phenomenon that Japanese painting is becoming more and more appreciated in Europe and America. Last summer an exhibition of Japanese art was held in Rome, and the exhibits created a wide interest and were duly appreciated. Another Japanese art gallery was opened in Berlin, and similar exhibitions are to be held in various European cities. It still remains an open question, however, to what extent the Occidental mind really understands and fully appreciates the essentials of Japanese art, inspired as these are by genuine Oriental sentiment and background. There is, of course, no na-

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tional or racial border in art; and it must be considered strange that Japanese painting, with its time honoured traditions and consummate effects, has not been more universally welcomed and appreciated. Apart from the formal compliments courteously extended by foreigners to Japanese pictures, it cannot be denied that some Europeans fail to appreciate them and indulge in pessimistic reflections as to their future. We should be ready to listen to all fair criticism, and learn, if possible, how to revive the glory of our ancient art, especially our painting.

More Important Than Woman Suffrage

Although the bill to grant civil rights to women, now before the national legislature, is an epoch-making event in the political development of Japan, a far more important question is the revision of the franchise for male voters, so as to lower the age of the voter from 25 to 20. Frankly speaking, it is very doubtful whether the average Japanese woman of to-day is keenly interested in politics; only a few very modernized females desire the vote. One of the more serious political evils retarding the growth of constitutional government in this country is the disorder of poltical factions. Is the average woman of 25 wise or courageous enough to stand aloof from faction and vote straight for principle? A far more influential and effective factor in this direction is the young men of from 20 to 25, who deplore the present political corruption and are ready to vote accord- to the facts. And yet these, who are the chief hope of the nation for the purification of politics, remain deprived of the vote. If these young men are not too young to undergo military conscription and fight for their country, why should they be regarded as too young to vote for it? To deprive such citizens of civic rights is intolerable. Thus the question of lowering the age for male voters must naturally precede that of giving votes to women.

Lessons from Australia

For the last three years the Australian Government has been struggling against a national deficit, with little hope of floating satisfactory loans in England, a policy that hitherto seemed more hopeful than increase in taxation at home. Now the Commonwealth is reported to be facing a very serious financial situation. Though it cannot be denied that world depression has accentuated the situation in Australia, one cannot overlook the effect of local conditions. The so-called positive policy in public works, hitherto adopted by the Government, in regard to foreign and domestic loans, together with the bold expansion of industries, has overburdened the nation with debt. At the same time we cannot but define this as

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the natural bankruptcy of Labour politics. Our main concern at present is the lesson which this has for Japan. We learn that a reckless financial policy is a danger always to be avoided, while the essential result of State socialism, as represented by the Labour Party, threatens the downfall of the State itself.

American Naval Programme

From the dark and threatening clouds that hung over the American Congress during the discussion of the naval programme one may infer that public opinion in that country remains indefinite on naval problems. The Naval Affairs Committee laid a plan for revision of the original one of Secretary Adams; and this plan seems to mean the construction of 280 hydroplanes, one aeroplane depôt-ship, one 6-inch 10,000 ton aeroplane cruiser and 4 submarines, at an outlay of 70,300,000 dollars, including 3,000,000 dollars for Diesel engine experiments. It is thus obvious that the original naval programme has been considerably curtailed. But, from the above plan it is not easy to discover whether the American replenishment scheme is positive or negative, as it is no more than a constructive scheme for the first year after the conclusion of the London Naval Treaty, and can be interpreted in various ways in reference to its military effect. A point of immediate importance to Japan is the strength of the 10,000 ton aeroplane cruiser; and another important point the scheme for replenishing the aerial forces to the extent of 286 new machines immediately on the hells of the consummation of the 1,000-machine-in-five-year plan adopted in 1926, to say nothing of the proposed outlay of five million dollars on a flying base on the southern shore of San Francisco Bay. Moreover, some 30,000,000 dollars are to be spent on battleships, re-equipping three which will to some extent menace rival Powers. But the budget introduced by the Secretary of the Navy represents reduction of over 36,000,000 dollars; and there is really nothing to cause undue anxiety in Japan.

Franco-Italian Agreement

It appears that under the influence of the British Secretary for Foreign Affairs and the Secretary of the Navy, Italy has reached an agreement with France in regard to naval armament. Italy has recognized French superiority in total tonnage as well as in that of submarines, and accedes to French equipment of principal vessels beyond Mediterranean waters, while acquiring for herself superiority in tonnage of destroyers and scout-ships, and parity with France in 10,000 ton cruisers. It is thus obvious that Italy has made greater concessions than she was previously prepared to make. What were

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the motives for this conciliatory policy? First among these were financial considerations; and then deference to the good offices of England and America. Confronted with the demand for parity with France, and with stringent economic adversity, Italy had to give way to reason, curtail national expenditure and reduce official salaries. The Italian budget is reduced to 120,000,000 yen, as compared with France's 210,000,000 yen.

Had it not been for the understanding reached between Italy and France, Japan and the United States would be much affected by the augmentation of the tonnage limit on the part of Britain by virtue of Article 21 of the London Pact. As for the possibility of the Franco-Italian Convention contributing towards the betterment of the atmosphere of the forthcoming Naval Conference and, meanwhile, towards the improvement of relations between the two countries whose racial controversies and other complicated feuds have hitherto been a serious hindrance to the peace of Europe, there may be little necessity of emphasizing it at this time.

Hu Han-min's Detention

Word has been received that there arose a violent clash of views between General Chiang Kai-shek, the Dictator of the Chinese Republic, and Mr. Hu Han-min, one of the most prominent figures in the Nationalist Party, in connexion with the constitution of the National Assembly. As as result, Mr. Hu was detained by General Chiang, being divested of the portfolio of Legislative Commissar on the day following the Supreme Conference at which the altercation took place. According to what was subsequently given publicity by the Dictator, it is understood that complications between the two factions led by them respectively have at last reached a climax and caused the *coup d'état* on the part of General Chiang Kai-shek. In respect of China's foreign policy, the two statesmen have always been in disaccord, General Chiang upholding realism in the face of Mr. Hu's insistence on absolute idealism; among others, they have been in heated dispute regarding loans from America. Mr. Hu Han-min is senior to General Chiang Kai-shek in political life, and is a central figure representing the civil power in political affairs of the Nationalist government and party affairs as well. So the forthcoming National Assembly may be a scene of struggle for supremacy between them. But, now, the militarists under General Chiang's leadership have defeated Mr. Hu's civilian faction,—in other words, a victory of the Chekiang Clan over the Canton Clan. Is the Dictator going to strike a heavy blow at the right wing represented by Mr. Hu, by

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inveigling the left bloc, one of the principal figures of which is Mr. Eugene Chen, Foreign Commissar in the Wuchan-Hankow Government, who has recently been reinstated? Or is he contemplating the formation of a fascist government and making himself dictator in the full sense of the word? At any rate, how the detention of Hu Han-min will affect the orientation of the Nationalist government is viewed with much interest.

China's Foreign Policy Self-Contradictory

The Chino-Soviet negotiation which was resumed in December last year in connection with the Chinese Eastern Railway, after the conclusion in July two years ago of the Khavarovsk Protocol which gave temporary solution to the long pending question, encountered a deadlock again and Mr. Moh Teh-hui, the Chinese chief delegate to Moscow, had to be recalled home. Originally the Khavarovsk Protocol was concluded through the Soviet Government's threat of force to the Mukden Administration, whose diplomatic policy has always been labelled as too weak and compromising. It is for this reason that the question is still pending, because the Nanking government stubbornly persists in a firm policy as against the effeminacy of the Mukden government. On the other hand, the Russian government, however socialist in internal politics, is as Impelialist as was the old régime, so far as its foreign policy is concerned, particularly in its attitude to China. This may necessitate the Nationalist government's assuming a vigrous attitude to Russia, yet China is unable to oppose the Soviet Republics by force, while the Nanking government is suffering from Communism maneuvered by Russia and is having to curry favour with the Mukden government's moderation. In these circumstances, the weak policy of Mukden is now rather gaining ground. Further negotiations between China and Russia are expected to go the way of compromise on the part of the former with Imperialist Russia.

The railway negotiation which has been going on between Japan and China since January, at a first glance, may seem to be similar to that between China and the Soviet Government, but it should be remembered that Japan has never ceased to pursue a conciliatory attitude, unlike Imperialist Russia. Then, what is the reason for the negotiation being at a standstill? Does this mean that China, now so compromising towards Russia, does not hesitate to be equally arrogant to Japan whose attitude is so conciliatory along? In the long run, is not China inviting if not inciting us to resort to forceful measures for the solution of the railway problem? We have our own traditional policy and should never be influenced by her tactics. How could we take such an anachronistic step as Imperialism for an economic solution? Instead we would rather study China's inconsistency in her lukewarm diplomacy towards the Imperialist Russia, while so high-handed towards Japan's modest attitude.

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IMPERIAL POETRY SYMPOSIUM

By SANEHARU OJIMA

AT the Imperial Poetry Symposium held last year, Mr. Saneharu Ojima entered the contest and won an award for his poem submitted to the judges. He afterwards delivered a lecture before a Tokyo audience on the subject of Japanese poetry and the historial aspects of the Imperial Poetry Symposium, the substance of which is given below, and will, we hope, prove interesting to all who desire to know anything of things Japanese. As Mr. Ojima won a similar award on two previous occasions, he must be regarded as a high authority on the subject under review.

The lecturer first emphasized the great age of the poetic art in Japan, as the Japanese appear to have had devotees of the Muse from the beginning of authentic history. Poetry, being the language of the gods, came down from heaven. The oldest Japanese poem extant is attributed to the Shinto god, Susa-no-O-no-Mikoto, a brother of the Imperial Mother, Amaterasu-O-Mikami; and the mode of compasition in poetry, even at that early time, was known as *waka*, a term that some modern scholars take exception to, as implying subordination to Chinese ideas, being the Chinese name for 'Japan.' Others have preferred the term *Kokka*, which again has been objected to because it also means the National Anthem, and the use of such a term may cause confusion. The most expressive and therefore the most satisfactory term for the Japanese mode of poetry is *uta*, which simply means a song, or ode, or sometimes poetry in general.

From a historical point of view Japanese poetry may be divided into three periods: (1) the Komei Age from 457 to 953 A.D., which was the period of the rise and development of Japanese poetry; and this was followed by (2) the Ankoku, or Dark Age, lasting from 957 to 1768; and then comes (3) the Modern Age which still continues.

A poet who exercised a decided influence on all subsequent national verses lived nevertheless in the Dark Age, so-called: his name was Fujiwara-no-Sadaiye, sometimes known as Teika. He compiled the Ogura *Hyakunin Isshu*, or Collection of One Hundred Poems by as many poets, covering the time between the seventh and the thirteenth centuries. Like other arts of Japan, poetry often went in families who exercised a sort of paternal control over the composition of verse. Among these families the more important were the

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Nijo, the Reizan and the Asukai; and all who desired to teach the art of poetry had to secure permission from one of these hereditary authorities.

The modern period begins with the poet Kagawa Kageki who attempted to correct the mistakes and other defects of the verse of the preceeding periods; he aimed to restore the orthodox mode of the *Manyoshu* and the *Kokinshu*, the two classical anthologies of the nation, containing all the best verse of the past. In his doctrine of the divine Muse, Kagawa insisted on two fundamental principles which he called *jitsuji-jikkyo*, or Truth to Fact and Truth to Scene: poetry should be based on some substance of reality; it should come spontaneously from intimate contact with living conditions. He especially stressed what he called the idea of *omoi-no-mama*, implying that the fact, event or substance of the poem should be the result of subjective experience. Expression must be the result of impression. The result would be something like a fusion of Tennyson and Browning. Kagawa also constantly used the term *Shirabe*, which means the law of suitability, and which gives an inkling into his conception of poetry.

The Japanese have thus been devoted to the art of poetry from very early times, until now it has become an integral part of national life and civilization. This is seen from the annual poetry contest, or Imperial Poetry Symposium, held by his Majesty the Emperor at the Imperial Palace after the New Year. This Imperial Symposium is first mentioned as taking place in the third month of the third year of Eiwa, that is, in 1377; but the custom doubtless obtaited long before that. Towards the close of the Tokugawa Shogunate, however, there was a temporary interruption of the custom. But the great Emperor Meiji, who was himself the most distinguished poet of his time, restored the ancient custom, and was most zealous in the promotion of all that went to the enhancement of the national art of poetry. The Emperor was so devoted to the art that he often wrote several poems in one day, and left the nation a rich anthology of consummate verse.

At first those entering the annual contest were limited to members of the Imperial Family; but the Emperor soon saw that this was not calculated to promote a general interest in the art of poetry and make it as popular as it should be; poetry must not be the special mark of any class, as only too often itthad been in the past, when the cultivation of poetic composition was the quickest way to win admission to the rank of courtier. The Emperor was quite conscious of the truth that poets are born, not made. The main object of the Imperial Poetry Bureau was to discover and encourage the poets. Consequently the Emperor

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Meiji opened the annual Poetry Contest to the whole nation, a testimony to his democratic sympathies.

Each year in early November the subject of the poems to be submitted to the judges for competition in the Imperial Poetry Symposium is announced by the Imperial Poetry Bureau, under the auspices of his Majesty the Emperor. Is is believed that the Emperor himself usually selects the subject for the year. The subject in 1929 was "Snow at a Shinto Shrine." The contest closes always on the 15th of December; and usually there are some 30,000 poems submitted to the Bureau The poets competing for this, the highest form of recognition in verse, take a very keen interest in their task; and some have been known to die of anxiety in their efforts to achieve the highest excellence and win the Imperial ear.

The poem has to be inscribed in a fair hand on a special quality of paper, called *minogami;* but the poem composed by tho Emperor is on a still more superior quality known as *kaisai*, possibly the most beautiful writing paper in the world.

It is, of course, no easy task for the judges to examine and adjudicate on the more than 30,000 poems usually submitted to thém. The judges are themselves selected from among the most distinguished poets and literary men of the day. Such experts can discern at a glance the poems that are possible in the competition; and consequently the number is rapidly reduced to some 2,000. After a further and still more careful study of the poems now left, the likely ones are mimeographed and distributed to all the judges for a final decision. This further reduces the poems in number; those which receive two or more favourable votes bring the number down to some 70 for the final decision. Out of these from 5 to 7 of the best ones are chosen; and these are awarded the honour of being read before the Emperor and a distinguished audience at the *O-uta-kai*, or Imperial Poetry Symposium.

The imperial Poetry Party is held at the beautiful Phoenix Hall in the Chiyoda Palace in Tokyo at 10 a.m., when the judges and the guests invited assemble in their places to await the entrance of the Emperor and the Imperial suite. First come Princes, Princesses and Ministers of State. After the Crown Prince and Crown Princess, if any, comes her Majesty the Empress; and last of all his Majesty the Emperor appears and formally receives the homage of the assembled company.

The poems are arranged artistically on beautiful trays known as *suzuri-buta*, a special style for the purpose of the ceremony; and the poems are read in the inverse order of their rank, the lowest awards coming first. Then, for the poems of the Emperor and Empress

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and the Crown Prince and Crown Princess, four special and separate trays are arranged.

The ceremony of reading the poems is most elaborate and particular; and of this the *tokushi*, or Official Reader, is in charge, though he does not himself do the reading. This duty devolves on the *koshi*, or Assistant Reader, who, in an even and expressionless voice, recites the poems indicated by the *tokushi*. Another important official for the occasion is the *hassei*, or Announcer, whose duty is to intone the first line of each poem before the recitation, or chanting, is taken up by the Assistant readers at the ceremony. Finally four officials known as the *kosho*, or chanters, intone in unison with the Announcer the remaining lines of each poem. After this ceremony is completed the poems are formally laid befor the Emperor.

Poems written by ordinary subjects of his Majesty, including Ministers of State, are read once by the *koshi*, and intoned once by the official readers. The poems by the Crown Prince and the Crown Princess and other members of the Imperial Family are chanted twice. Then the poem composed by the Empress is chanted thrice, and that by his Majesty five times.

A further interesting aspect of the ceremony is that when the Assistant Reader is requested by thk *tokushi* to read the Imperial poems he must appear overwhelmed with modesty and decline the honour by attempting to take leave and withdraw, upon which he is formally restrained by the *tokushi* and then humbly obeys. After the fifth repetition of the Emperor's poem, his Majesty rises and withdraws, which ends the ceremony. Refreshments are then served to the guests, and a pleasant period is enjoyed in conversion chiefly about the great event thus concluded.

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CHINESE INDUSTRY AND JAPANESE ENTERPRISES IN CHINA

By N. NAKAGAWA

THE recent Chinese Nationalist Government import tariff revision, apart from being a most important historical event of new China, insuring her tariff autonomy, must be pointed out as very significant in connection with the industrial policy of that country. A high official in the Chinese Government gives an explanation of it, stating that it was attempted for the purpose of increasing the tariff receipts, seasoned with a protective policy of domestic commerce and industry; that the duties on rayon and its manufactures were raised 30 or 40 per cent in order to protect the domestic silk industry; those on indispensable raw materials were lowered in part, and that of the daily necessaries, the import duties on those, which cannot be made in the country, were reduced, but the other goods are subject to heavier duties than before, in order to encourage domestic production. These remarks apply to only a few lines of imports, yet they may be enough to conclude that the Nationalist Government adopted a protective tariff within the limit allowed by the reciprocal tariff under the Japanese-Chinese Tariff Convention, for the object of protecting domestic industry.

Japan's Enterprises

In this connection, one important subject of study is the development of Japanese business enterprises in China. The tariff revision in China and the endless depreciation of silver are the best things for the industrial development of the country. At the same time, they menace from the bottom the oversea trade of Japan, the most part of which depends upon the Chinese demand. For Japan, therefore, the most advisable way to deal with the situation would be to interest herself in China hereafter as an enterpriser or a capitalist and not as a trader as hitherto.

Needless to say, the amount of Japanese capital invested in China is enormous, including principally the money put into the South Manchuria Railway. In 1929, Japanese capital in China amounted to 1,800,000,000 yen, consisting of the following items:—

(In Thousands of Yen)

Items	Amount
Railway traffic and warehousing	650,152
Banks and trusts	256,332
Spinning and weaving . .	250,645

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Farming, Mining and forestry	206,695
General commerce	162,860
Manufacturing	144,941
Electricity and gas	47,211
Civil engineering	31,708
Fisheries	1,810
Other business enterprises	56,800
Total	1,809,154

Spinning and Weaving

Putting aside the capital of 650,000,000 yen in railway traffic and warehousing and 250,000,000 yen in banking and trust business the question that here concerns us is the manufacturing industries, totalling, according to the above table, 394,000,000 yen, of which 250,000,000 yen is in spinning and weaving industry and 144,000,000 yen in direct manufacturing industries.

The spinning industry is the most important of the manufacturing industries operated by the Japanese in China. The following returns show the share of foreigners in the spinning industry in China:—

Nationality	No. of Mills	No. of Spindles (thousands)	Output of Cotton Yarns (thousands)
Chinese	81	2,395	1,476
Japanese	43	1,652	750
English	3	153	129
Total	127	4,201	2,356

The Japanese spinning industry in China has made remarkable headway in the face of the anti-Japanese agitations and the internal disturbances. In 1930, about 100,000 spindles were newly installed, and the present extension projects involve about 200,000 spindles. In the industry in China, profits are increasing, contrary to the distress in Japan. The Chinese have been successful in the industry, too, which shows numerically a great development. Still, in real power it cannot be compared with that of the Japanese. English enterprise in this direction is too small to constitute a question. Moreover, the Chinese industry is always in financial trouble, which is a reason why most Chinese spinning mills have had to curtail work freely, while the Japanese have been working fully.

Other Industries

What is the position of the Japanese in other manufacturing industries in China? There are no available statistics showing exactly how the Japanese stand. But it may be pointed out that they are much behind the English in this direction. The industry, which shows most development may be flour milling. This industry is the chief of the modern industries in China, having a total capital of $60,000,000. The Japanese have flour mills in Changchun, Tsingtau and Tientsin, in strong competition with the Chinese. They are also interested in the match, ice, cement, chemical, hemp, silk and machine industries, but their influence is small.

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Recently, however, different business enterprises have been set up in China by the Japanese, since the Chinese tariff revision became decisive as a question of time. They are the Sakata Shoe Works, the Takekawa Rubber Works (of Kobe), the Japan Aluminium and the Nasu Alumnium Works in co-operation, the Kyushu Seasoning Company, the Osaka Machine Works and the Yasukawa Engineering Works. Sake breweries have been established by the Japanese in Antung, Tsingtau and Shanghai since 1929, their total yearly capacity amounting to more than 2,000 *koku*. Even Kano in Nada is said to be going to start business in Manchuria. Similar businesses may be expected more and more from the Japanese.

Chineses Enterprise

Chinese industry has made remarkable growth in recent years. In 1914 the number of modern factories in the country amounted to 584. They increased to 1,241 in 1921 and to 2,080 in 1922. Then the prospective importance of Chinese industry attracted the world's attention. To-day, or about ten years after, it shows a striking development. In 1928 or 1929 it stood in the industrial centres of the country as follows:

Place	No. of Modern Factories	Capital	No. of Workmen Employed
Shanghai .	1,781	293.2	222.6
Tientsin .	2,371	31.2	47.5
Wuhan. .	62	?	?
Wuhsi . .	164	?	48.8
Canton. .	286	?	?

The above capital is in millions of dollars and the above number of workmen employed, in thousands.

The total number of modern factories in these industrial centres comes to 4,600 or 4,700. How actively are these modern industries operated? From "A Study of Oriental Trade" by the Industrial Dept. of the Osaka Municipality, an extract may be reproduced in a summarized way as follows:—

Shanghai.—At the end of 1929 there were the following modern industries:—

Industry	Capital	No. of Workmen Employed
Spinning and weaving. .	197.2	170.5
Cotton spinning	189.6	94 3
Tobacco Manufacturing .	40.6	9.4
Chemical „ .	9.3	11.3
Printing	11.0	8.2
Machine manufacturing .	2.4	7.6
Drink and food stuff manufacturing	8.9	5.5
Other industries	23.2	9.8
Water-works and electricity	18.9	1.7
Total	293.2	222.6

The above capital is in millions of dollars and the above number of workmen employed, in thousands.

Tientsin.—Modern industry in Tientsin has made development for the

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past ten years. The following table shows modern industries in 1928:—

Industry	No. of Factories	Capital	No. of Workmen Employed
Spinning and weaving	850	21.8	34.2
Food stuff	51	5.1	2.0
Miscellaneous	282	0.1	0.9
Chemical	269	3.8	5.0

The above capital is in millions of dollars and the above number of workmen employed, in thousands.

Wuhan.—Of the total number of modern factories in Wuhan, 56 belong to the Chinese, and the rest to the joint capital of Chinese and foreigners. The spinning industry stands at the head of the modern industries there as in Shanghai and Tientsin, the Chinese spinning mills alone having a capital of $15,000,000, 257,000 spindles and 20,000 workmen.

Wuhsi.—Modern industry in Wuhsi is of very recent development, before which the place had been known only as a distributing centre of rice and silk. This latter fact helped greatly the development of modern industry there, and the present over 160 factories there are almost entirely equipped modernly, and are more important in flour and silk manufacturing and cotton spinning. Especially important is the local silk industry, which is the chief factor in building up the prosperity of the place, which produces 50 per cent. of the total output of silk in China. The cotton spinning industry is also prosperous, there being six mills, capitalized at $8,000,000, and fitted up with 160,000 spindles. Their annual production of cotton yarns total 110,000 bales when working full time.

Canton.—Canton is the centre of the surrounding industrial districts, and the silk reeling mills form the prime part of its industry.

China's Industrial Troubles

Chinese industry, great as it is in formation, is at present in great distress. With her unexhaustable natural resources and with her population of 400,000,000, China would have developed much more industrially if it were not for the commercial rivalry among the powers. China is the greatest market in the world for foreign commerce, and naturally, a keen international commercial rivalry has always prevailed there. Chinese industrial development has been hampered by this. There are some other things that retard it too, namely, the exaction of taxes, chronic internal disturbances and unskillful industrial art. Additionally, Chinese industry has been always suffering from financial uneasiness, which has compelled the curtailment of spinning mills as above mentioned.

To see the condition of every important branch of industry, the silk industry was benefitted last year by an increased American demand for Chinese silk in the place of Japanese silk,

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as a result of the great disturbance of the latter's market. But this benefit did not last long, as Japanese silk was stabilized after heavy declines, and as the American buyers turned back to the Japanese market, so seeking better qualities there than in China. The silk textile industry stood on a pretty strong footing until some time ago, when it lost this footing and was thrown into the present difficult situation by the exaction of taxes, a keen rise in wages and foreign industrial pressure. The flour industry sank under a difficulty to import wheat advantageously produced by the heavy fall in the price of silver. The match industry, despite its being run on a large scale with about 190 works, was at first suffered hardship by the extension of the Japanese industry to the country for a long time, and then recently it fell into great hardship on the market being controlled entirely by the Swedish macth trust. In the tobacco industry, too, the closing of factories has been the order of the day.

Chinese industry is thus quite at an impasse.

The recent tariff revision in China, in which the import duties on raw materials were lowered and those on finished goods were raised, must be said to be a great means for the regeneration of Chinese industry. At the same time it will give a great benefit to Japanese industrial enterprises in China. Already not a few Japanese firms have advanced into China establishing their works there, as mentioned above.

The Future

May we conclude from this fact that industry in China will revive or develop rapidly? Looking at it objectively, conditions there are undoubtedly in favour of it, such as the tariff revision, the heavy decline in the price of silver and the appreciation of commodities. The question is, however, whether the decrease in the farmers' purchasing capacity and the sharp rise in commodity prices and wages, and whether the industrial products put out by the Chinese with their unskilful art can stand the dumping of foreign competitive goods. The *likin* has been abolished. Yet there are newly created taxes, and so long as these taxes support the finances of each province, the Chinese people people will not be free from the exaction of taxes. In consideration of these circumstances, Chinese industry cannot be expected to show marked development so soon after the tariff revision.

How about Japanese enterprises in China? It is certain that the circumstances stand partly in their favour; and with Japanese industrial ability, it will be easy to compete with the Chinese industries, if other conditions are equal. There is, however, also an important question lying before the Japanese

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industrials demanding serious consideration. The Chinese Government is taking every possible means for protecting domestic industry. To speak frankly, there is nothing less than discrimination between the Chinese and foreign enterprises in China. In fact, the Chinese Chambers of Commerce and Industry have memorialized the Government to promote a national commercial and industrial policy to control foreign business enterprises in China substantially as follows:—

. . . What is most fearful is that foreigners operate works in China with their automatically invested capital. They can employ cheap labour and cheap raw materials, and hold the greatest consuming market, and their profits are far better than those at home. These foreign enterprises may promote Chinese enterprises and benefit the Chinese life. But eventually the foreign capitalists will take the lion's share, leaving only a pittance for the Chinese. Means should be taken to restrict the establishment of foreign works, to adopt a licence system for the opening foreign firms, to reject the free operation of means of traffic and important mining and basic industries, to recover from the foreigners' their railways, river navigation, waterworks, electric lighting and power and other public enterprises and to absolutely ban speculative undertakings by foreigners. . .

These things may not be realized at once; yet from the past it is evident that new China will endeavour to accomplish these purposes, and their realization may be only a question of time. If so, it is problematical how much success can be achieved by the Japanese interested in enterprises in China.

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FUTURE OF JAPANESE INDUSTRY

By Y. YASUKAWA,
Managing Director, Mitsui Bussan Kaisha, Ltd.

IT is quite wonderful how Japanese industry has developed in a comparatively short period to a position, where it now ranks with European and American industry. It is regrettable to note, however, that in kind and management our industry is essentially a copy of that in the senior countries and has not many features characteristically Japanese. This indiscriminate copying of foreign industry has necessitated the importation of most of the plant and raw material from foreign countries. With this imported plant and raw material, Japanese manufacturers have been able to compete with foreign manufacturers for no other reason than that labour has been cheaper here than abroad.

To-day, however, the Japanese manufacturers are so much fraught with difficulty that they are pressed to devise means to meet a change in environs brought about by the fact that labour here is rising with the standard of living and that in the neighbouring less advanced countries, simple and crude lines of industry are developing, while almost every branch of industry in Europe and America to be copied has been copied. Some people seek the means in rationalization of industry, others in the cultivation of markets abroad, and still others in the speeding up of industry or in the encourgement of domestic products.

Will these means be so effective as to accomplish the purpose? In fact, most of the imitative industries are faced with an impasse all over the world, and it would be a very hard task to retrieve their falling fortunes. In my opinion, no true attempts in that direction will succeed, unless for establishing such kinds of industry as to conform with the peculiar conditions of this country, fundamentally free from any foreign imitation, and for adopting such methods of administration as give full play to the good points of the Japanese people. It is impossible to apply the argument generally to all kinds of industry; for some industries make crude articles and others make finished goods. The object of this article is treat of such industries as need much human labour, such as weaving and knitting, and not with such as require mechanical power on a large scale, including paper, spinning and fertilizer industries.

THE UNITED STATES is rich in na-

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tural resources and capital, but deficient in human labour. In such countries, it is proper to take every possible means for extending the uses of mechanical power and to do mass production by the standardization of the manufactures. Quite contrary are the national conditions in Japan, where natural resources and capital are short and human labour is plentiful. From this it is evident that an indiscriminate copying of the American system of industrial management is disadvantageous for Japan in any rivalry between the two countries. Japan would be wiser to select such kinds of industry as do not require mechanical production but display as much labour efficiency as possible. In other words, it is not in Japan's favour to engage in mass production of uniform goods, but turn out articles of intricate and exquisite make through her domestic industrial system. This is desirable not simply because of the Japanese having a natural manual skill, but in view of the deep-rooted development of the Japanese family principle, which forms the nucleus of tradional national thought, owing to which they are apt to look upon the separation of their families and the separate living of their members as if it were a result of straightened circumstances. For instance, when girls are sent out to the cities for service in mills, they feel uneasy as to their future, and even among men, many feel lonely in a gregarious life with strangers.

This is what differentiates Japanese greatly from Europeans and Americans, who are given up to individualism. If they can live comfortably with their families, the Japanese are happy and work diligently, no matter how many hours they have to work or how small their wages, encouraging and comforting each other, and the women and children doing their part. This fact, too, makes it advisable for Japanese industry to be conducted as far as possible on the Japanese family principle.

JAPANESE INDUSTRIAL CIRCLES are occupied with small enterprises in every direction. Agriculture is extremely intensive, the owners of not more than 3 acres of arable land making 35 per cent. of the total number of farmers, those of 3 acres to 1. 34 per cent. of them, and those of 1 to 2. 21 per cent.

In commerce, the payers of the business profit tax number only 31,664 legal persons and 748,536 individuals. Of these individual firms, 95 per cent. pay not more than 100 yen of the tax a year. There are additionally numerous petty traders who are exempted from tax. In manufacturing industry, there are 55,948 works regularly employing not less than five workmen, of which the employers of 5-10 workmen form 52 per cent, those with 10-30 workmen 31

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per cent., and those with 30-109 workmen 12 per cent. Thus, 95 per cent. of the total number of works in this country have not more than 100 workmen. Besides, there are plenty of smaller works employing not more than 5 workmen.

So many small enterprises in agriculture, manufacturing industry and commerce in Japan must be attributed in part to the fact that modern Japanese industry has been so rapid in development that the most of it is not modernized as yet. At the same time, it must be admitted that this, too, reflects the Japanese family principle, and proves the difficulty of hoping for the development of big business enterprises in this country.

THE INDUSTRIAL REVOLUTION in Europe since the eighteenth century burnt up domestic industry, and stimulated the development of factory industry. It is also true that the inven tion of different kinds of machines gradually destroyed manual iudustry. It is taught by economics that, in principle, production on a large scale is better than on a small scale and that divisional work is advantageous in not a few points for industrial management. My advocacy to encourage domestic industry in defiance of this fact may look like running counter to the general tendency. As there are roads, which cannot be gone over by an automobile, however convenient they may be, but by a rikishaw, so in industry there are some kinds of goods, which cannot be always put out advantageously by mechanical production on a large scale. Table cloths, for instance, are made more economically on machines, as far as the stuff is concerned, but the embroidered work can be made tastefully only by human hands.

There are among the numerous kinds of industry some, which are better adapted to small scaled household industry making use of simple machines and relying chiefly on nimbleness of fingers. If these are made to have Japanese characteristic industrial features, it many be possible for us to make a new departure.

Small domestic industry, however, has the following defects :—

1. During the process of working, some part may be operated mechanically far more advantageously than by hand, but domestic industry cannot afford to individually make use of machines.

2. The products are so different in quality and specification that it is impossible to sell them in quantity.

3. The makers' competition with each other makes it impossible to adjust the supply to the demand, and puts the market always in a condition of instability.

4. The makers are financially unable to bear much expense for publicity and advertisements.

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These may be the chief defects. It would not be impossible, however, to do away with them by associating the makers in local guilds; and then if possible, control these guilds by their federation.

As for the part of the process of production which is able to be more advantageously done mechanically, the work may be done by each maker in a central works, established jointly by the makers themselves. Publicity, advertisements, inspection and investigation markets can be taken charge of by the guilds, which may also set the standards of quality, specification and grades, and adjust the members' production according to the stock in the market and the condition of demand. This would correct the defects of small industry.

While small industry has thus to remove its own defects by means of organization, it possesses at the same time some excellences, of which the principal are as follows:—

1. Though in ordinary industry, a works, even where curtailment is thought advisable, cannot reduce the workmen, in domestic industry the production may be restricted, without causing any unemployment.

2. In domestic indusiry higher wages can be obtained in time of trade prosperity, and in time of a business depression work can be continued at smaller wages. This elasticity of wages gives the industry much more strength than that of a bigger industry, in which workmen are employed at fixed wages.

3. In domestic industry not only the maker's family but men and women, old or young, in the neighbourhood, can be given out some work. From an industrial viewpoint, cheap labour can be employed in the industry such adaptablity cannot be hoped for.

4. In domestic industry any such restriction on working hours as is adovocated among the workers in bigger industry is not applicable, and work can be done freely at any time, say, at night or on Sunday, according to the amount of work to be done.

5. In a joint-stock enterprise, an unreasonable dividend has to be paid simply to gratify the shareholders, at the sacrifice of the company's interest but in domestic industry work can be developed soundly without any anxiety of that sort.

6. In domestic industry it is easy to realize the ideal of capital and labour co-operation, and such unpleasant tendencies as labour troubles or social uneasiness can be prevented.

Such are the chief virtues of domestic industry. If the makers are joined under the guild system, and buy raw materials, raise capital, and make investigations, publicity and selling by co-operation and on joint account, and have the work needing mechanical

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power done in the central works, established by themselves, as above stated, it may be easy for domestic industry to introduce not a few of the merits of so-called big industry.

This is no mere argument, as there are many examples of it. One is the woollen industry in Bishu. There are in places round about Nagoya, Ichinomiya and Oki-machi a large number of weavers in domestic industry, putting out serges, woollen cloths and mousselines to the value of about 60,000,000 yen. The local farmers having each one or two looms, work at leisure or at night. These small weavers are glad to exectute orders for 10 or 20 pieces, making goods per sample in such variety of patterns or shades as are unsuitable for mass production. The industry is well established as a going enterprise; and one of its strong points is that it can save the wages. The Japanese and other Orientals have a characteristic liking for variety in articles, and for meeting this it is better for manufacturers to turn out goods in small units, which is the chief reason for the success of the industry. It is no mere imagination that in not many years Japanese made woollen cloths will appear in the London market.

JAPANESE MADE HOSIERY goods dominate in the Orienta market, supplying 92 per cent. of the imports to China, 80 per cent. of those to India, and 60 per cent. of those to the Philippines. These goods are made on a small scale like domestic industryfor the most part; the mills employing more than 15 workmen are very few.

The same organization represents the china shell-button and marine products industries. Poultry-raising, although not an industry, has grown prosperous under the same system, and it has an export capacity ousting foreign eggs from this market. It can be carried on almost without any working capital; for chemical food is made in quantity by manufacturers and is supplied to poultry-raisers on credit, which accounts are settled with the proceeds of egg sales.

Generally, small enterprises are liable to be pressed by large ones. Such basic industries as iron, spinning and dye-stuffs in particular have to be conducted on a large scale by mechanical power applied to an extreme extent. In working on materials, big industries are not always more lucrative than small enterprises, but on the contrary domestic industry is more suitable as is evinced by many practical examples.

In my opinion, it is most important in our industrial policy not only to preserve and promote the development of the existing domestic industries, but to consider how new industries may be created by this system and how the industries organized by companies can be regenerated by re-organizing them to this system, and to think out the limit of application of domestic industrial management as far as possible to all the industries.

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TIES ACROSS THE PACIFIC

Japan's New Airway Plans

By T. ASADA

AERIAL conquest of the Pacific is the problem now uppermost in the minds of the great nations on either side of the greatest of all oceans. The next year or so will see new plans for solving this baffling problem, plans which may create rivalries that may be indefinitely prolonged. America, Japan and England are, of course, most interested in the outcome; but whether the Stars and Stripes, the Rising Sun or the Union Jack will be flown by the airman who first succeeds in opening a safe route across the Pacific remains to be seen. Japan does not intend that she shall lag behind in the attempts that are soon to be made to achieve conquest of the Pacific by aeroplane. At this moment Japan is laying plans that may prove epoch-making in this respect; for one of her aces is now preparing to attempt the opening up of a new and untried route across the northern Pacific between Tokyo and San Francisco, and hopes to be ready to start by last of April or the beginning of May.

A Press Enterprise

The young adventurer is Seiji Yoshihara, 27 years of age, who last summer successfully flew from Berlin to Tokyo under auspices of the *Hochi Shimbun*, one of Japan's most enterprising and influential newspapers; and the forthcoming flight across the Pacific will also be under the same auspices. This great organ of public opinion has taken new life under the proprietorship of Japan's 'Magazine King,' Mr. Seiji Noma, who from very meagre circumstances has risen to the top in the news.

Mr. Seiji Yoshiwara, the National Air Hero, Who Plans the Northern Pacific Hop

paper and publication world of Japan. He publishes more magazines with a wider circulation than any other publicist in Japan, and probably than any other in the world. Mr. Noma has launched out into journalism, as well as magazines, with the laudible ambition to promote thereby a better understanding between his country and America,

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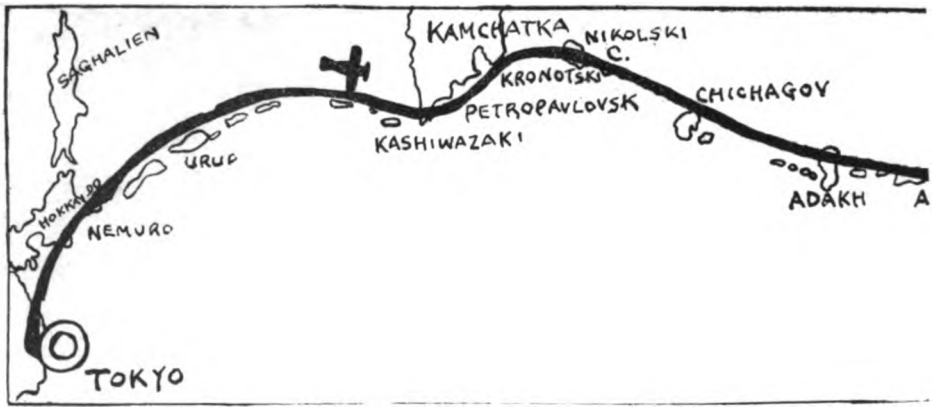

The Proposed Northern Pacific Route

as well as with all other nations; and he is persuaded that by the swift means of air travel he can do something to cement the ties that bind the nations on either side of the Pacific Of course he is not without an ambition to be a pioneer in bringing about a successful flight of the distance between Japan and America, and do something towards making feasible international aerial traffic on the Pacific; he thinks it most desirable that such countries as Japan, Russia, Canada and the United States should be in constant communication by the most rapid means of conveyance for passengers, and goods of great value.

All-Metal Hydroplane

The flight will start from the Haneda aerodrome recently established in the suburbs of Tokyo; and the plane will touch land next at Port Nemuro in Hokkaido. Thence the machine will pursue its way along the Kurile Islands and the eastern coast of Kamchatka, the Aleutian Archipelago, and on to the shores of Alaska, Canada and into the United States, ending at San Francisco. Pilot Yoshihara hopes to cover this distance of some 10,200 kilometres in about 77 hours. Avoiding any attempt at reckless non-stop flight, he will alight at supply places for refueling.

The machine to be used is a Junker A-50 type, junior size, all-metal hydroplane which the *Hochi Shimbun* purchased from Germany specially for the trip. It is equipped with an 80 h.p. motor made by the Vickers-Armstrong Company of England, the same type of engine as was used by Mr. Yoshihara in his famous flight from Berlin to Tokyo. On arrival at Vancouver the machine will be transformed into a land plane and continue its way overland to San Francisco, its destination.

There is no doubt that the management has taken the most careful precaution to have the best possible

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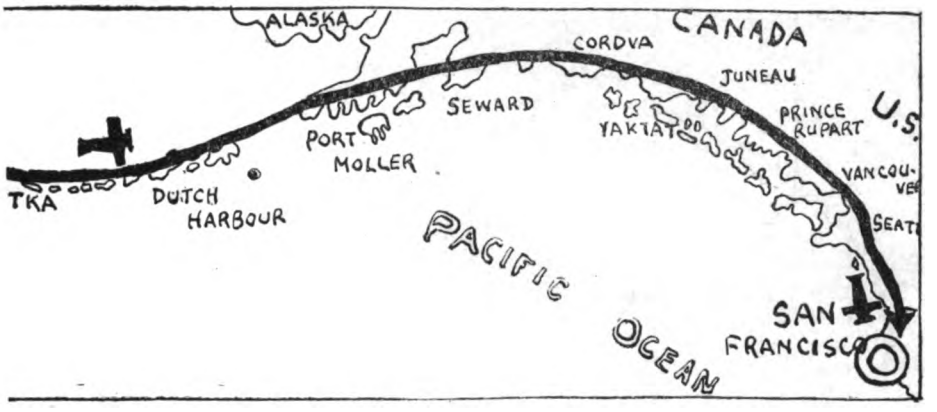
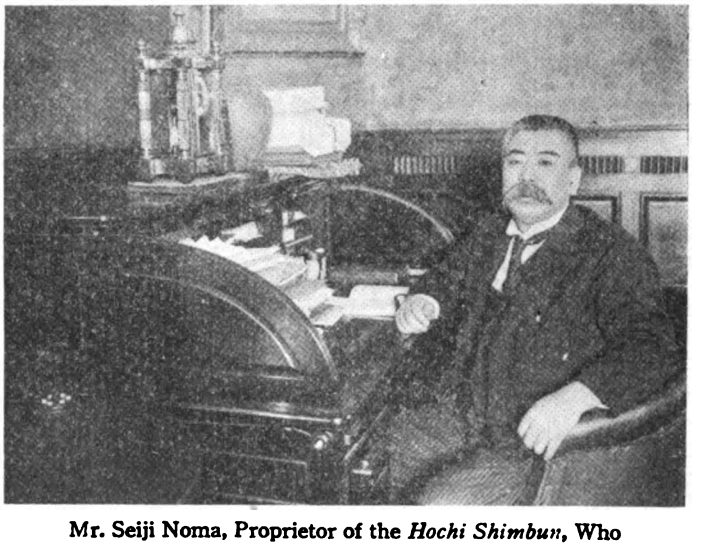


Covering Over 10,200 Kilometers

machine; so that both the flier and his plane will be perfectly reliable and up-to-date, and the flier quite familiar with the machine. The details of the plane may be of interest to some readers. The span is 10 metres; the length over all 7.22 metres, and the height over all 3 metres. Wing area, including aileron, is 13.70 sq. metres; full flying weight, 650 kilograms; weight, empty 410 kilos; useful load, 240 kilos; and cruising speed 135 kilometres per hour, with a range of 1,350 kilometres. To facilitate long distance flight the double seat has been replaced by a single seat; and the pilot will make a solo trip, having no engineer with him.

The Pilot

The choice of Mr. Yoshihara as pilot for this hazardous adventure is regarded by all as the best that could have been made. The trip by which he united Europe, Asia and Japan is still fresh in public memory; and the manner in which he achieved success in that great flight proves his fitness for the present venture. Youth and rich experience are both on his side. He is



Mr. Seiji Noma, Proprietor of the *Hochi Shimbun*, Who Supports the Trans-Pacific Flight

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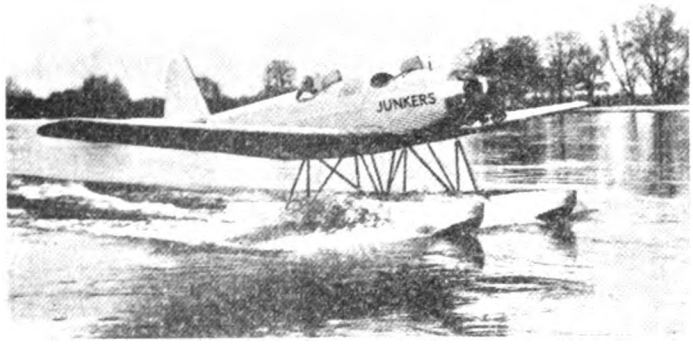

The Junkers A-50 Type (Junior) All-Metal Light Hydroplane in Which Mr. Yoshihara Flies

particularly expert in sea flying, having been engaged on the Tokyo-Shanghai route for some time, during his employment in Kawanishi Aircraft Works. He has also studied aviation in Germany under the best instructors, and learned all there is to know about planes on both land and sea. He is, therefore, regarded as the right man in the right place.

In an interview with the young pilot he said that to fly across the Pacific had long been a cherished ambition of his; and as it is a virgin route he has all the more looked forward to conquering it. Mr. Yoshihara said that he regards his flight from Berlin to Tokyo as merely a preparation for his intended hop across the northern Pacific. He expressed much pleasure and evinced much pride in having been selected by the *Hochi* as the first Japanese airman to attempt the daring task of traversing the Pacific by aroplane; and with the sympathy and hearty support of his fellow-countrymen he hoped to accomplish his significant mission for the promotion of communication and friendship between Japan and the Pacific Coast.

Previous Attempts

It may seem rather venturesome to attempt what so many brave airmen have so far been unable advantageously to achive. It is a task that requires the utmost preparation and care. The route selected by the young Japanese pilot was attempted before by Major MacLaren of England and Major Zanni of the Argentine, some years ago; and by Lieut. Bromley, of the United States, only last year. Each of these brave pilots failed of their ambition. Pilot Yoshihara is the first Japanese to attempt it In 1924 the American Navy was very ambitious to cover this route by air, and have the honour of the first achievement. Lieutenants Nelson and Smith and others, in four planes, each equipped with 400 h.p. Liberty motors, took off from Santa Monica Aerodrome on March 17th, and three of the machines arrived at Kasumigaura in Japan

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on May 22nd, after spending sixty days and at an enormous outlay, under convoy of a large fleet, indeed more than 70 vessels. In 1929 a big Soviet plane with three motors flew from Nikolaievsk to San Francisco, taking about a month to traverse the distance, having come down on Prince of Wales Land on the way, where the damaged machine was repaired. The Russian attempt took 9 days in repair work.

Pilot Yoshihara is now gravely pondering over these experiences; and in view of the many difficulties ahead, it is almost impossible to foretell the time that will be required to reach his destination; but as he surprised the world by his former air exploits, he may be expected to surprise it again in his trip across the northern Pacific. Needless to say he will be deeply disappointed if he fails to do better than was done in all the previous attempts. He recalls with courage the fact that the great Soviet plane occupied twice the time that he himself did in flying across Siberia. He hopes to maintain this record for the whole route to San Francisco.

Japan-American Friendship

Both the *Hochi Shimbun* and the brave aviator are united in making the flight one of deep significance in promoting better relations between Japan and the United States. It will be a non-stop flight as far as possible but taking no foolhardy risks; but considering the size of the machine and the gravely uncertain weather and climatic conditions prevailing along the route, the course will have to be carefully prepared and nothing left undone to ensure success. If the attempt results in opening up a new and practicable air route between Japan and America, no people will be more proud and delighted than the Japanese.

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CHERRY BLOSSOM TIME

Joys of the Japanese

By "ARIEL"

IN JAPAN, as many people now know, April is the month of cherry blossoms; and at that time there is the annual outburst of seasonal gaiety, as crowds pour out to enjoy the clouds of bloom in the spring breezes. "When the last leaf is out spring is over", says the ancient sage; but in Japan the important consideration is not when spring ends, but when will spring begin? It is said that spring opens with the first spray of plum blossom, which is usually seen in late February. Nor is there anything more lovely and poetic than to hear the nightingale sing to the plum blossom in the moonlight, under the snow. But the truth is that every Japanese looks forward to the cherry blossom as the real herald of spring.

From time immemorial the festival of spring has centered around the cherry blossoms, the appearance of which always urges the festive spirit and lends charm to all social occasions. At that beauteous time all classes and all ages turn out in droves, hastening to places of wonted fame for blossoms, where, under a canopy of bloom, they spread their red blankets, put out tasty viands and thirst-satisfying beverages, and sit down to enjoy the most pleasant repast of the year. Without any particular reason, these numerous picnickers seem unable fully to enjoy the sweet season unless they indulge to some extent in masquerade, disguising their identity as best so they can. Even aged men don the gay colour schemes of their grand-daughters, while young women are often clad in the uniforms of ancient warriors. One party is seen to be busy enacting a drama under the trees; another simply abandons itself to all sorts of pranks and nonsense; and others give themselves over to amusing the children with toys and games; but in all cases a completely successful outing to do *hanami*, or flower-viewing, must in large measure depend on how carefully and cleverly the details have been worked out and prepared for beforehand.

THAT THE CHERRY is the most attractive of all blossoms to the Japanese is obvious from the fact that *hanami* always means going to see the cherry blossom. And the variety of blossoms to be seen is marvellous. Out of some sixteen renowned varieties the *yamazakura*, the *yoshinozakura* and the *higanzakura* are the most popular. All of these bear single-petaled blossoms. The Japanese prefer the single to the double flower; it appeals to them

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as peculiarly symbolic of the national spirit in its mystic and refined delicacy. To the patriot it is the symbol of the samurai. There is an ancient poem which says "As the *sakura* is the best of flowers, so the *bushi* is the best of men." The cherry knows when to bloom and when to die, and is ready for either event with equal courage; so the patriot is ready for all the responsibilities of life or death; but never really dies, always reappearing at the proper time.

In the course of nature it is the *higanzakura* that comes into bloom first; and this species, as well as the *yoshinozakura*, can be seen almost everywhere in Tokyo, though the *yamazakura* comes out rather late. It is of a wilder nature, and the only cherry whose leaves and blossoms appear simultaneously. Some of the trees attain to a great age and size; at the age of fifty years the *yamazakura*, however, is only about 35 feet in height, with a trunk some three feet in diameter, though one may see trees sixty feet in height.

The double-flowered cherry flourishes everywhere, too; and the Japanese appear to appreciate its gorgeous bloom almost as much as they do the graceful single blossom. The latter is so frail that it soon fades and falls; a day of rain or high wind hastens its end. Most people like to go to see the blossoms when they are coming into bud, just before they are in full bloom; and most of the *hanami* picnics take place before the petals begin to fall. The days of precipitation seem melancholy, so reminiscent are they of decay and death. One Japanese poet cries out in apostrophe to the sun, asking why, when so much art is shown in producing the beautiful blossoms, they should so soon be allowed to disappear? It is a natual regret, and suggests the mystery of birth and death, and, perhaps, that the one feature of existence is not more to be regretted than the other, since both are a part of Nature; and what is really natural is not to be regretted. Thus does the cherry blossom teach the Japanese endurance of life; and when they see the pretty blossoms coming out, and when they see them flying like snowflakes before the winds, they say, "Such is life."

THUS THE CHERRY blossom has long remained one of the most persistent and beautiful symbols of truth and beauty in Japanese life and literature. The spirit of its beauty runs like a golden threat through much of the best poetry; and the same spirit has pervaded Japanese festivals, religious ceremonies and landscape gardens. This spirit imbues all festive occasions, more particularly in spring. It is a season when a spirit of democratic good-fellowship must prevail, even if not evident at other times and among the different ranks of society. The master and mistress give their

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household servants time off to see the blossoms; and even factories allow a holiday to their employees, and schools a holiday to their pupils, to do *hanami*. Consequently the season is full of bustle and excitement, the workman feeling that after the long round of toil during the whole year, he can at last have a few hours of absolute freedom to enjoy himself with his family or friends, just as his heart dictates. After satiating his gaze at the blossoms and enjoying a convivial hour reclining under the bowers of bloom, the worker and his family may then retire to some restaurant and satisfy still further the 'inner' man, before returning home for the night. The rush in the evenings during the *hanami* days is something tremendous; all street cars and popular conveyances are crowded beyond description, as well trains and river-boats; and often people do not find room to travel home until very late at night.

In Tokyo some of the streets are lined on either side with rows of cherry trees; and in season to pass along such streets is like passing through tunnels of bloom. If one ascends some eminence, one gazes across the city, looking over clouds of bloom, or like a world of new-driven snow. Against a grove of pines, or green hills, the delicate leafless trees in bloom seem like faint silver mist hanging between earth and sky. There is no language that can convey the impression such a view leaves on the mind.

Long leagues of cherry blossoms gleam
Like sheets of living snow.

The cherry is a thing of beauty only: it bears no fruit that comes to anything. It seems to have come from the Divine Mind just to symbolize an ideal that man might emulate and enjoy.

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JAPAN'S SHIPPING DEVELOPMENT

By Y. NAKADA

THE rapid growth of the shipping industay has been one of the most phenomenal features of Japan's modern development. The Japanese have always manifested the true genius of a seafaring people. The Yamato race, which invaded and colonized the archipelago in prehistoric times, must have even then attained to a high degree of nautical skill, or else they could never have overcome the difficulties of navigating the perilous seas between Japan and the continent. The insular position of the country must naturally have tended to the development of navigation, after the settlement of the Yamato race in the islands of Nippon. The Japanese were in communication with Asia; and their ships must have made frequent voyages to China, as they did later to Malaya and India. During the 16th and 17th centuries ships from Japan sailed all the seas of the Pacific and carried on trade with no less than twenty nations. After the quarrel with the Spanish and Portuguese in the 17th century, the foreigners were expelled and the construction of ships in Japan was limited to small coasting vessels incapable of going abroad.

Japan's New Policy

No sooner had Japan reopened intercourse with western nations in the middle of the 19th century than she saw the nceessity of possessing an ample naval and mercantile fleet to meet her needs as a modern nation. Scantily provided with natural resources, and dependent on foreign supplies, it was imperative for Japan to push maritime enterprises and try to round off the balance of her international account with the proceeds of the carrying trade. That she has succeeded very well in this policy is seen from the fact that Japanese shipping nets some 120,000,000 yen on an average annually, which does much to adjust her adverse balance of trade.

It has been mainly through the farsightedness of her leaders, and the wisdom and energy of her industrial magnates, that Japan has been able to accomplish so much in the way of shipping. Japan early saw what President Roosevelt predicted would soon come to pass, that the activity of the Atlantic would eventually be shared by the Pacific, and that the Pacific era might well expect to outshine the Atlantic era. That this is fast coming to pass is clear from the rapid development of trade and shipping on the Pacific in recent years. History shows that shipping is

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one of the best indications of human progress, if not the very best. How rapid this development has been may be seen by simply glancing at what has happened in the past sixty years. The first merchant ship driven by steam to cross the Pacific was the *Colorado* which left San Francisco for Hongkong, by way of Honolulu and Yokohama, in 1867; she was a wooden paddle-wheel ship of only 3,700 tons. That was a year of vital significance in Japanese history; for the Shogun had then surrendered all his offices to the Throne, and the Imperial Restoration was accomplished almost without bloodshed, owing to the keen sense of loyalty and patriotism that dominated the feudal lords. Thus at the very moment when Japan was deciding upon modern development, the new merchant steamship sailed across to her shores, the forerunner of the many fast and luxurious liners that now ply between Japan and the Pacific coast of America and Canada.

At first the development of shipping was rather slow; for in the thirty years from the time the *Colorado* sailed, there were only three lines established on the Pacific, with ten ships of an aggregate of only 40,000 tons. To-day there are forty regular trans-Pacific steamship lines of freight and passenger services operating about 300 ships of nearly two millions aggregate tonnage. And in addition there are numerous tramp steamers actively engaged in the commerce of the Pacific. Not only so, but the next few years will see a still greater expansion of the shipping activity of the Pacific, for the larger companies are contemplating important increases in their fleets. The Nippon Yusen Kaisha is building seven large motor ships, of which some are completed already, and these are among the most modern liners now afloat. The Canadian Pacific and the Dollar Line are also pushing a similar enterprise, all aiming to bind in closer coöperation the two sides of the Pacific. The construction of such giant steamers at such enormous cost implies a belief in the greater possibilities of Pacific trade; and it now seems as though the Atlantic will not be able to lead the way so exclusively as it has done in the past, as far as shipping is concerned.

Japan's Share

The part that Japan is taking in the development of shipping on the Pacific is one of increasing importance. Starting with neither yards nor ships sixty years ago, Japan to-day has many fine shipbuilding yards with a capacity for the largest liners, and her merchant fleet has an aggregate tonnage of over 4,000,000, representing 3,659 steamers; while her sailing ships number 15,519 with a total tonnage of 997,487. This development of sailing ships in Japan is marked feature of the situation, in contrast with other countries, though

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the case is more nominal than real, owing to the smallness of the majority of these ships, 60 per cent of them being scarcely more than lighters. Among the larger shipowners in Japan, together with the number of their ships and the tonnage in aggregate, are the following:

	ships	tons
Nippon Yusen Kaisha	98	630,900
Osaka Shosen Kaisha	143	479,000
Kokusai Kisen Kaisha	56	303,513
Kinkai Yusen Kaisha	47	137,031
Dep't of Railways	73	110,033
Mitsui Bussan Kaisha	28	92,123

This immense shipping fleet keeps up communication between Japan and the following countries:

	steamers	yearly trips	
Yokohama-London	11	26	N.Y.K.
Yokohama-Melbourne	3	12	„
Kobe-San Francisco	3	14	„
Kobe-Seattle	3	14	„
South America (East coast)	5	10	O.S.K.
South America (West coast)	4	8	N.Y.K.
Kobe-Durban	4	12	O.S.K.

But Japanese lines run to almost every part of the globe, including India and the South Seas, as well as the China ports.

According to the Overseas Navigation Subsidy Act Japanese steamship companies are entitled to a mail subsidy for maintaining a regular service to Europe, North and South America and Australia, under government contract, to be renewed every five years. The vessels qualified for this favour must be over 3,000 tons and capable of 12 knots or over, and must be built and registered in Japan, and not more than 15 years old. The rate of subsidy is not more than 50 sen per 1,000 miles, increased 10 per cent for every increase of 1 mile in speed over 12 miles per hour.

Building Capacity

As might have been expected, the encouragement of the government to the shipping industry and the construction of ships has led to a rapid increase in the capacity for output. Whereas there were but 5 companies engaged in this industry before the European War there are now 18, the number of yards increasing from 6 to 22, and the berths from 17 to 77. The largest companies are the Mitsubishi Dockyards at Kobe and Nagasaki, the Kawasaki at Kobe, the Asano at Kanagawa, the Yokohama Dockyard at Yokohama, the Osaka Iron Works, and there are several others. Nothing has been said of the Government Dockyards at Yokosuka and other naval ports, which are capable of turning out the largest warships. Dreadnaughts of 27,500 tons have been launched from some of the private yards as well as the Government Dockyards, and passenger boats of from 10,000 to 20,000 tons are launched without difficulty. Since the end of the European war there has naturally been a slump in the shipbuilding industry as well as in the shipping business itself; but the Japanese passenger ships are being well patronized, as among the most agreeable to travel by, and generally they are well laden with freight as well. With the ever-increasing number of new and modern boats put into their services by the Nippon Yusen Kaisha and the Osaka Shosen Kaisha there is no reason to suppose that the present rate of progress will not only be maintained but in many ways surpassed.

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PREVAILING COLOUR FOR THIS YEAR

Popular Taste More Intellectual

By T. HAYARI

IT is interesting to note that this year there is a tendency among urban people to prefer in dress colours which give sensibility of variegation, the fashion for different kinds of colours intermingled being on the wane. Stress is laid upon depth of colour rather than on width. Meanwhile electric light as applied to ornamentation, which is increasing in range and use day by day, must be taken into consideration in relation to the colour of *kimono* and other cloths. Take the light and snowy white gauze worn by revue actresses on the stage for example. Plain as it is, what agreeably colorful sensations it imparts by the reflection of electric light thrown from various directions in the hall, making the garments look red, green, blue, yellow, orange, purple, and what not, alternately! In theatres, cinema houses and department stores, and even while strolling in the street, we are conscious of the colour of our attire being given new life by the piercing light of varicoloured electric lamps. So, it is generally considered that any colour qualified to command vogue for costumes should be able to absorb or answer to external artificial light. This year's fashion seems to lie in simplifying colouration which is by nature rather complicated, and yet very smart-looking.

Grotesque and Unsymmetrical Designs

As for designs, innovation in plot seems to be generally favoured. Abnormal and stimulative design is one of the tendencies in fashion derived perhaps from the popular taste for 'modernity,' which is to be ascribed to the traditional Japanese interest. Patterns too are extraordinary. For those on *kimono* people today favour such grotesque fashions as putting a spray of flowers in full bloom on the shoulders or thereabouts, in sharp and cynical contrast to tiny buds scattered on the back. These are patterns for *kimono* in a cubic field of vision; and such an idea may, be regarded as emanating from the prevailing conception of the univeral in attire. It seems that, this tone, so new and contradictory to symmetricalism, will have some lease of life despite its grotesqueness

For maintaining the demand, however, it may be essential to flavour the grotesque with a nonsensical mood to some extent. The fashion must be attributed to the trade depression which

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has been threatening the nation's daily life. Under the pressure of struggle in life people have become inclined to self-abandon, decadent and dilettante, which is reflected in their patterns and designs for clothing Nevertheless, if this bent towards the grotesque is no more than a product of dilettantism, there is little trace of such indulgent romanticism deriving from repose in the lap of luxury as when the *Genroku* printed mousseline was at the zenith as a fad. There is, instead, some intellectual piquancy and even slight latent irony. In regard to printed mousseline or *yuzen* patterns, it is of some interest to notice that since last year they have begun to be in vogue again, recalling us to the golden days of the Genroku Era. This, however, does not necessarily mean a resurrection of the classical *yuzen* figures which once so prevailed in that Period, but a creation far more intellectual, refined, urbanized and modernized designs for printed mousseline. From this we can safely infer that the choice of patterns is nowat an impasse. Weary of the extreme seasonablity in the selection of designs with which mode-creators have long bewitched them people are nowadays awake to the aesthetic essence of the antique artistic figures found on classical garments. Besides, there is also a tendency to take a further step and retrace picture-scrolls produced during the Fujiwara and Tembyo Eras (729–766 A.D.) and make the gracefulness as well as elegance of their representation embrace a savour of modern intellectualism to which is added sensation of grotesquerie in an adept manner

Greys and Reds Prevail

It may not be without interest to take a glance at the standard colours for this spring as recommended by the leading department stores in Tokyo and Osaka. Grey and red are dominant colours for designs and figures for this season selected by those large stores in common. Taking it for granted that each shop sticks to its own individuality in preferring these two colours, there appears also a unanimous inclination towards orange colour which tends to add elegance and refinement to other colours when mixed with them. Crimson which is so cynical as to destroy calm while being piquant enough to disharmonize colouration is another colour available for producing erotic sensation, so far as red is concerned. As for grey, it is adopted for increasing the variegation of alien colours by strongly acting on any one of them.

It is rather remarkable that green is little in favour this year, only half of the department stores above referred to choosing it as one of the standard colours for the season. That green, which has always been preferred in association with the brightness of spring, is now rejected shows how artificiality is acting upon the instincts

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of urban people who are no longer able to put up with natural colours.

Purple and greyish-blue come next to red and grey in popularity. This seems to be due to their being quite adapted for ground colouring, being free from disagreeableness and, in consequence, welcomed by any and every person. Some people advocate black, others are in favour of iron-blue, while still others seem to insist upon yellow. As for the former two, they may be considered as symbolizing complexity of colours once simplified. Notwithstanding there being no necessity of placing too much weight upon the standardization of colours by the emporiums for comprehending what colours are *à la mode*, nobody can deny that the purple as well as greyish-blue class remains predominant as a fit ground colouring, both being favoured in a wider sphere than ever. As to the former, one akin to celadon and another, greyish purple, are most highly appreciated, while people seem to like pigeon-plume colour, so far as the greyish-blue class is concerned. These two kinds of colour, purple and greyish-blue, in their turn, are followed by green, orange, red, and yellow in the degree of popularity. It is also remarkable that the light brown category, which was so fashionable until the end of last year, has now altogether lost its influence.

Generally speaking, there is inconsistency between Eastern Japan and Western in connection with the preference for ground colouring, which may be incidentally taken as reflecting the respective temperaments of Tokyoites and Osaka people in general. Whereas the former prefer deeper colours, the latter are inclind to give precedence to far lighter colours. With regard to finishing colours, cobalt, grey, and red are most in fashion, yellow and greenish coming next. On the other hand, that black is finding increasing use as a finishing colour is to be regarded as showing a new tendency, while the uniformity of thickness for ground colouring, whether dark or light, remains as fashionable as ever.

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CURRENT JAPANESE THOUGHT

By THE EDITOR

Birth of Imperial Princess

The Whole Japanese nation has been joining in the felicitations of their Majesties, the Emperor and Empress, over the birth of another Imperial Princess, which took place on the seventh of March. So auspicious an event is naturally seized upon by the people to demonstrate the depth of their patriotism and the profound unity of the race with the Imperial House. The birth of an Imperial child forms one more link in that unbroken chain extending back through more than twenty-five centuries to the beginning of Imperial rule. Their Majesties now have three daughters; and there are earnest hopes that eventually an Imperial Prince will be added to take the position of Prince Imperial. But in any case the Imperial Family cannot fail of an heir to the Imperial Throne, so fruitful and widely branching is the Imperial Blood.

Japan and America

The economic interdependence of Japan and the United States is now a fixed situation that should bind the two countries together in permanent friendship, to say nothing of the general interests of humanity. Certainly this is true so far as Japan's financial interests are concerned; for Japan obtains from the Uniten States 30 per cent of essential imports, including 55 per cent of her raw cotton, without which her mills would have to close down; and to America Japan sells 94 per cent of her raw silk which forms nearly 38 per cent of her total annual exports. America is dependent upon Japan not only for the supply of raw material for her silk industries, but for a large proportion of her tea and pottery supplies, as well as on Japan as a market, not only for her raw cotton, but for a considerable proportion of her motorcar sales, and parts of motorcars, wheat, timber, iron, kerosene oil and general machinery, totalling on an average of over 700,000,000 yen a year in value. Of course financial are not the only or even the chief reasons why America and Japan should always remain friends. It is their common duty as members of the great family of civilized nations to engage mutually in the removal of all dislike and prejudice in connection with their nationals and cultivate a spirit of permanent friendship. Japan is the leader of Asia and marches in step with the United States and Europe for the advancement of

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world civilization, justice and peace.

New Consular Buildings

Both England and the United States have already begun the reconstruction of their consular buldings which were destroyed in the great earthquake of 1923. The new structures in Yokohama are in reinforced concrete, as quakeproof as it is possible to make them, and the style of architecture is one worthy of modern government buildings representing two such great countries. The American Consulate building is to have the appearance of white stone in colonial style, while the British Consulate is to be of similar material in more modern architecture. Both structures are to be most up-to-date in their appointments, with the usual consular offices very conveniently arranged, not only for the officials but for their respective nationals who visit them. The supervising architects from both countries have already arrived in Japan and the work is busily under way. Japan congratulates the authorities concerned on the artistic designs adopted for the new consulates, and is glad to have the honour of giving hospitality to such fine examples of good architecture, which will add much to the beauty of the newly constructed city of Yokohama, and do much to further the peaceful relations that obtain between Japan and the two great English-speaking peoples.

Future of Industry

The future of Japan's economics and industry, says the *Yorodzu*, is a problem of the utmost concern to the nation. The purchasing power of the agrarian class has been greatly reduced by the low price of agricultural products, which, in turn, reacts unfavourably on local commerce and industry. As the price of silver shows no signs of recovery, Japan's exports to China cannot be expected to recover their normal volume, which will be a big blow to the textile industry. Even the electric enterprises are faced with the necessity of of reducing rates. Oil has still to be largely imported, as the domestic output can meet only 15 per cent of the home demand. The sugar industry exists only by the aid of tariff walls, while the production of paper is much in excess of the demand, and the same is true of shipping, The only exception is the coal industry, due to strict limitation of output and careful rationalization, a policy which is being adopted by the cement industry, with prospects of success. The future of all these industries depends very much on drastic reconstruction, concludes the paper.

Excessive Occidentalization

The *Kokumin* protests aginst the national tendency toward excessive deference to the dangerous experiments of for-

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eign nations. This tendency is affirmed to be a historic weakness of Japan. After the introduction of Buddhism, Japan was regarded as a colony of India, and the national deities came to be identified with those of India. Later Japan was treated as if a part of China, with Confucianism as the ethical policy of society and government. With the reopening of Japan to western intercourse, she became a pupil of Occidental nations; and now some radicals would like to make Japan a dependent of Soviet Russia, a country that Japan should regard as a warning rather than as a teacher. Japan has learned valuable political lessons from England, her military system from Germany and her new art from France; but she has nothing to learn from the Soviet. The main excellence of Russia at present is in the sphere of propaganda, to show how 600,000 communists are able by force to dominate 120,000,000 Russians.

Far Eastern Triangle

The Japanese press seems to be quite convinced that the nation's most important diplomatic problem during 1931 will arise out of relations with China and Soviet Russia. Japan cannot fully adjust her relations with China until she comes to a better understanding with Russia; but just what the Soviet policy in East Asia is remains difficult for Japan to ascertain. Japan's main interests are to safeguard her rights in Manchuria, but so long as there is failure to reach an understanding with the Soviet authorities, the Manchurian problem will remain uncertain. Japan wants the coöperation of both China and Russia in the development and prosperity of Manchuria, and would like also to extend such coöperation to Siberia. Without the good-will of the Soviet, however, Japan cannot succeed in this desirable policy, and can derive little or no benefit from diplomatic relations with Russia. The fact is, Japan must either become more intimate with the Soviet, or else less so, as the present vague and unsatisfactory situation cannot indefinitely continue. As for China, Japan's policy is that of mutual coöperation with the Nationalist Government, in the unification of the country and the promotion of political, economic and industrial stability and progress, together with the adjustment of all outstanding diplomatic questions, so as to remove all difficulties between the two countries.

The Gold Embargo

The Tokyo *Nichi-Nichi* says that, after several Japanese cabinets had failed to abolish the gold embargo, the Minseitō Ministry succeeded in doing so in January, 1930, and the yen soon began to regain its normal value, while commodity prices declined with equal sensitiveness; and hence, the finances of the nation suf-

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fered a severe shock. The managers of industry, alarmed at the change in the economic situation, hastened to reorganize their enterprises to meet the altered conditions, but numbers of the unemployed increased by leaps and bounds, while the adverse situation in American enconomic circles rendered the situation in Japan more acute. Some are of the opinion that matters would improve by a restoration of the gold ban, but no one who understands conditions could possibly believe that improvement lies in that direction. To see the fultility of the suggestion one has only to realize that if the gold ban had not been lifted the value of the yen might have fallen to merely one half, while the acute depression in the United States might have forced Japan to postpone abolition of the gold embargo indefinitely, with disastrous consequences to national economy.

The Economic Crux

The crux of the economic situation in Japan seems to be the great decline in silk exports, accompanied by a tremendous drop in price, silk having hitherto been one of Japan's most important industries; and together with this, there has been a great decline in cotton exports and prices, owing to the crippling of the cotton market in India and China through the heavy drop in silver. The entire situation is still further complicated by the crucial experience of the New York Stock Exchange in the last few months. Reacting on these unfavourable conditions is the surplus supply of rice in Japan, causing a setback to the purchasing power of the farmers who represent nearly three-quarters of the consuming classes; and, moreover, vast sums of capital are lying idle.

An Ill Wind

The old saying that "It is an ill wind that blows nobody good" is proving very true for Japan in regard to the strike in the Lancashire cotton mills, where, it is reported, more 700,000 looms have ceased operation. No sooner was such inactivity reported than the Japanese mills began to receive large orders for cotton tissues from India and China where fears were entertained of an unusual shrinkage in the stocks available, while Japanese transactions with African and other markets also became active. It is but natural that if the Lancashire cotton operatives are unwilling to face the sacrifices entailed by the universal economic depression, a great cotton manufacturing country like Japan, which is willing to face such sacrifice, should reap the benefit. The favourable effect of the Lancashire cotton dispute on the Japanese industry has its lessons for the labour world, if the leaders are but wise enough to learn them.

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The Late Daniel H. Blake

In the lamented decease of Mr. D. H. Blake Japan has lost one of her oldest foreign residents and one of her best friends. During his long sojourn as a business man in this country Mr. Blake won the high regard of all who knew him. He not only did much to promote noble ideals of character but high principles of finance, as well as devoting himself untiringly to the cementing of good relations between Japan and his own country, the United States. Mr. Blake's influence on moral and religious life, too, was an example that all foreigners should emulate. The Japanese of all classes unite in mourning his loss, and extend their profoundest sympathy to the bereaved family.

New Japan Magazine

The many readers of The *Japan Magazine* who, since its foundation by the late Baron Shigenobu Hirayama over twenty years ago, have loyally supported it in spite of its only too frequent changes of editorship, will be interested to know that it is at last established in a more stable position, and will henceforth be, in every respect, equal to a high-class occidental monthly. It will be remembered that in June, 1829, this was attempted, but in a few months, owing to the death of Baron Hirayama, the attempt had to be postponed, and the general condition of the Magazine suffered a setback. Now, however, from the May number, our friends will have a monthly that is well edited, and which will be the best authority that can be had on things Japanese. The articles will be written by the highest authorities on their several subjects, and in the best literary style. In addition to these improvements in the matter and the make-up of the Magazine, it is much enlarged, and will be made more comprehensive in scope, until the Magazine is not only a resumé of things Japanese, but more approaching an *Asiatic Review of Reviews*. Indeed no one who takes any interest in Japan and the Far East can afford to be without the *Japan Magazine*.

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